

# Rating Action: Moody's assigns Aa3 rating to South Carolina Transportation Infrastructure Bank's \$385 million Revenue Refunding Bonds, Series 2021

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New York, June 07, 2021 -- Moody's Investors Service has assigned a rating of Aa3 to the South Carolina Transportation Infrastructure Bank's planned issuance of approximately \$385 million of Revenue Refunding Bonds, Series 2021. The issue will be divided into two subseries: \$55 million Series 2021A and \$330 million Series 2021B. Pricing is scheduled for June 15. The outlook is stable.

#### **RATINGS RATIONALE**

Revenue bonds issued by the South Carolina Transportation Infrastructure Bank (SCTIB) benefit from support and oversight by a strong parent government. The State of South Carolina (Aaa, stable), which relies on the SCTIB to finance large-scale transportation projects, has a record of augmenting the SCTIB's revenue, both to ensure adequate debt service coverage and to provide funding for capital projects. The rating incorporates expectations the state will continue to provide such support, while avoiding actions that materially erode the ratio of pledged revenue to debt service. Governance ties between the state and the infrastructure bank (see profile section) offset the bonds' comparatively lax leverage constraint under the bond resolution, a material weakness for special tax credits.

#### **RATING OUTLOOK**

The stable outlook is consistent with the state's outlook and is supported by the likelihood the state will continue to ensure pledged revenues provide adequate debt service coverage in view of SCTIB's pivotal role in financing large transportation infrastructure projects.

#### FACTORS THAT COULD LEAD TO AN UPGRADE OF THE RATINGS

- Programmatic enhancements, such as strengthening the additional bonds test

## FACTORS THAT COULD LEAD TO A DOWNGRADE OF THE RATINGS

- Deterioration in the state's credit quality
- Weakening of pledged revenue (or an increase in leverage) that leads to deterioration of debt service coverage
- Addition of lower-rated municipalities (or other borrowers) to the infrastructure bank's loan program

#### LEGAL SECURITY

The bonds are payable from pledged revenues as defined in the Master Revenue Bond Resolution, which consist of system payments (a junior lien on truck and motor vehicle registration fees and payments from the South Carolina Department of Transportation from non-tax sources, primarily Federal Highway Administration funds), series payments (consisting of loan payments from borrowers including the state's DOT or local governments for specific projects), biennial transfers from a revenue stabilization fund and investment earnings on certain SCTIB funds.

Together, the system and series revenues amounted to \$203 million in fiscal 2020, including \$156.3 million of system payments and \$46.9 million of series payments. Primarily because of reduced series revenue (which was anticipated, with the completion of specific project repayments) the system and series revenue fell about 3.6% from the \$210.7 million peak reached in fiscal 2019.

The negative economic effects of the pandemic kept system revenue flat, at the prior-year level. The total 2020 pledged system and series revenue amount provided 1.48 times coverage of the gross maximum annual debt service scheduled prior to the current transaction. The bonds' leverage constraint requires 1.35 times coverage, but compliance is calculated by netting out the effect of the series payments as well as investment earnings from future debt service. Prior to the current transaction, MADS on this basis was \$115.4 million.

Actual 2020 system revenue provided 1.35 times coverage for this amount, indicating a constraint on further leverage for purposes other than refunding. The terms of the additional bonds test are flexible; any 12-month period from the 15 months prior to issuance can be used for the purposes of demonstrating compliance.

#### **USE OF PROCEEDS**

Proceeds of the sale, estimated at \$475 million including premium amount, will refund SCTIB bonds issued in 2003 and 2012. In connection with this transaction, the infrastructure bank will terminate an interest-rate swap related to its 2003B bonds, at a cost of approximately \$71 million. The refunding is expected to generate an interest cost saving with a net present value of \$16 million, or about 3.9% of the refunded bonds.

#### **PROFILE**

The SCTIB was created in 1997 by state legislation to finance large transportation projects through grants or loans to local governments or other entities. The SCTIB's management is closely aligned with the state itself. Its board of directors consists of seven members: the chair of the South Carolina Department of Transportation Commission and the other six appointed by the state's governor, the Senate president and the speaker of the state's House of Representatives (two appointees for each). The speaker and senate president's appointees must each include a member or their respective legislative chambers.

### **METHODOLOGY**

The principal methodology used in these ratings was US Public Finance Special Tax Methodology published in January 2021 and available at <a href="https://www.moodys.com/researchdocumentcontentpage.aspx?">https://www.moodys.com/researchdocumentcontentpage.aspx?</a> docid=PBM\_1260087. Alternatively, please see the Rating Methodologies page on www.moodys.com for a copy of this methodology.

#### REGULATORY DISCLOSURES

For further specification of Moody's key rating assumptions and sensitivity analysis, see the sections Methodology Assumptions and Sensitivity to Assumptions in the disclosure form. Moody's Rating Symbols and Definitions can be found at: https://www.moodys.com/researchdocumentcontentpage.aspx? docid=PBC 79004.

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